

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The report for presenting to the shareholders at the fortieth ordinary meeting, to be held at the company's offices on April 25th, reads:—

In conformity with the special resolutions duly passed and confirmed at the extraordinary general meetings of the company held on the 16th February and 10th March last, the directors have now to lay before the shareholders the accompanying statement of accounts as at the 31st December, 1905.

The working account for the eight months from May to December shows a balance at credit of \$50,294.17, out of which the directors recommend the payment of an interim dividend to shareholders of 12 per cent. (\$3 per share), absorbing \$72,905, a bonus of 15 per cent. to shareholders on bonus-bearing contributions, absorbing about \$80,000, the remainder being carried forward to be dealt with at the next annual meeting.

DIRECTORS.
Mr. A. R. Linton having retired from the Board, Mr. E. Ormiston accepted the invitation of the directors to resign the Board, and his appointment will be submitted for the confirmation of shareholders.

Messrs. E. Goetz and A. J. Raymond retire by rotation and offer themselves for re-election.

The annexed accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election.

H. W. SLADE,
Chairman.

BALANCE SHEET AS AT THE 31st DECEMBER, 1905.

| ASSETS. | \$ | c. |
|---|----------------|----|
| Fixed deposits with banks in Hongkong | 370,000.00 | |
| Invested in mortgages of properties in Hongkong | \$654,000.00 | |
| in Shanghai | 347,368.41 | |
| Bonds of Chinese Imperial Government, 1896, 100 bonds at Tls. 250 = Tls. 25,000 | 37,192.98 | |
| Shanghai Waterworks Co., Ltd., debentures | 5,501.75 | |
| London branch:— | | |
| Cash in hand and in course of collection | \$251,271.39 | |
| Fixed deposits with banks | 152,939.11 | |
| Travelers' cheques | 9,746.10 | |
| Imperial Japanese 6 per cent. sterling loan | 49,827.41 | |
| Imperial Japanese 4 per cent. sterling loan | 27,118.78 | |
| South Australia 10 per cent. scribbled stock of 1884 | 51,654.82 | |
| Queensland 4 per cent. debenture bonds | 49,949.24 | |
| Chinese government 5 per cent. customs loan | 70,270.05 | |
| Leasehold property, 73 Cornhill | 234,882.24 | |
| Australian branches:— | | |
| Cash in hand, in course of collection, and on fixed deposit | 308,262.17 | |
| Shanghai branch:— | | |
| Cash in hand, in course of collection, and on fixed deposit | 156,539.85 | |
| Yokohama branch:— | | |
| Cash in hand, in course of collection, and on fixed deposit | \$67,310.42 | |
| Imperial Japanese exchequer bonds, 1905 | 55,097.40 | |
| Interest accrued, but not yet payable | 33,762.23 | |
| Sundry 1-month bills | 27,313.09 | |
| Furniture at head office and branches | 78,244.87 | |
| Sundry debtors | \$3,063,611.00 | |
| LIABILITIES. | | |
| Capital subscribed, \$2,000,000.00 | 600,000.00 | |
| Paid up \$25 on 24,000 shares | 336,145.60 | |
| Reserve fund | 350,000.00 | |
| Reinsurance fund | 182,187.38 | |
| Exchange fluctuation account | 68,283.67 | |
| Investment fluctuation account | 274,151.50 | |
| Underwriting suspense account | 45,468.89 | |
| Dividends outstanding | 103,522.54 | |
| Sundry creditors | 598,294.17 | |
| Balance of working account | \$3,063,611.00 | |
| WORKING ACCOUNT FOR THE EIGHT MONTHS ENDING 31st DECEMBER, 1905. | | |
| To losses | \$36,145.60 | |
| To charges, survey fees, &c. | 156,779.54 | |
| To directors' and auditors' fees at head office and branches | 1,223.17 | |
| To balance | 598,294.17 | |
| Total | \$1,093,046.88 | |
| By premium, less re-insurances, return premium and commissions | \$1,010,156.43 | |
| By interest | 82,567.20 | |
| By transfer fees | 323.25 | |
| Total | \$1,093,046.88 | |
| RESERVE FUND. | | |
| To balance on 31st October, 1905 | \$50,000.00 | |
| Total | \$50,000.00 | |
| By Balance on 31st December, 1905 | \$50,000.00 | |
| Total | \$50,000.00 | |
| Sterling exchange taken at 2 1/2 per dollar | | |

THE EARTHQUAKE IN FORMOSA.

LATEST LIST OF CASUALTIES.

The Formosa correspondent of the *Ozaka Shimbun* sends the following returns of the loss of life and property destruction ascertained up to the 25th ultimo:

| | |
|------------------|-------------------|
| Crushed to death | (Japanese) 13 |
| | (Natives) 1,065 |
| Severely injured | (Japanese) 24 |
| | (Natives) 1,875 |
| Houses collapsed | (Totally) 4,214 |
| | (Partially) 2,523 |

The correspondent writes that the casualties were much heavier among the women than among men, more than two-thirds of the latter representing women. This is due to the fact that the feet of the women are crippled similarly to those of Chinese women.

On the 26th ult. the list of casualties rose to 1,227 in killed and 2,329 in injured, 5,503 in the number of houses totally destroyed, and 10,833 in the number partially destroyed.

THE ALIENATION OF NATAL.

The *Singapore Free Press* takes a strenuous view of recent events to which we have referred.

Although the superficial phase of the Natal incident is over, with the execution of the convicted murderers, the ignominious retreat of the Home Government from a foolish pretence to unattainable interference, and the vindication of the righteous demands of the Natal Government and people to be master in their own house, yet this quite needless conflict between a Colony and a stupid Cabinet in London will not leave things as they were. Natal's pride amongst South African Colonies lay in its intense loyalty, that again due to the preponderance of British blood and the relatively small proportion of Dutch settlers. Yet it is this Colony, which was the first to suffer from the Boer invasion, and attacked principally because it was the chief stronghold of British influence in South Africa, that has been selected by this new Liberal Government as a Colony to be flouted and coerced into an abdication of its own due authority within its own frontiers; this too, from a party notoriously tender to the enemy, and positively grovelling to the rascals. What Sir H. Campbell-Bannerman is about to reap is the reward of all his protracted partisanship for the foe of his country during the late war in South Africa. This blow, delivered from his own Parliament, is a blow from which they have recoiled like whiptop ears, will be felt throughout the country, for the constituencies will come to understand that a large majority is no guarantee against official folly, indeed, in Radical hands, is a temptation thereto. It will be felt more in the House, because there it will be impossible for Ministers to evade cross-examination and investigation for raising a quarrel of the most dangerous kind between an Imperial Government and a British Colony. With the Unionists the Home Government was the friend, the sympathetic councillor, the protector of the Colony, the new Radical administration has proved itself a cavalier, a carper, and a bully. And it has deservedly gone down before the straight counter from the shoulder that it was fool enough to think Natal would not deliver the moment its honour was assaulted. Natal will never be the same again, for such an attack is never forgotten or forgiven. And so long as the present party is in power in Britain there can be no return of confidence; nothing but a cold suspicious neutrality.

Now Natal is not the only quarter in which British colonial feeling is deeply agitated against the present government. The Australian Commonwealth conceives that it is aggrieved by being ignored in a matter in which Australia must certainly be taken as having a direct interest, indeed the only direct interest. It will be remembered that the apathy of the Imperial Government over the question of Eastern New Guinea left it open to the German Government to seize the northern coast in spite of the protest of Australia. Now comes another difficulty in regard to the New Hebrides in which there has been for some time a sort of Anglo-French condominium, in the working of which the British and Australian interests were allowed to be overborne by the French. A settlement has been arrived at, in which no effort has been made to ascertain the views of Australia and New Zealand, both of which States are very immediately concerned in the maintenance of their own influence in the Archipelago. A Sydney telegram to a London contemporary of March 7 sets forth, in the terms given below, the attitude of these two colonies and the sense of grievance which they entertain as a result of their being ignored by the Foreign Office:

There is intense and growing dissatisfaction with the whole summary of the Anglo-French settlement of the New Hebrides question. The principal ground of complaint is that Australia and New Zealand have not been consulted, and the statement that the agreement is to be submitted to them now gives a little satisfaction. That Australia was not represented on the lands tribunal and that there will be a continuance of the bad deal system, under which French trade remains supreme in our sphere of the liberal French colonies, are other complaints. The absence of a basis for the regulation of trade and the neglect of the native ruler's petition to the King in 1901 for definite British rule also cause dissatisfaction.

It is urged that the question is vitally associated with Great Britain's future in the Southern Pacific, especially as the New Hebrides are on the direct line of the contemplated Panama Canal route.

The *Mail* observes: "It is clear that if the Federal Parliament were sitting the adjournment of both Houses would be moved. Other leading journals are equally critical. Mr. Deakin, the Federal Premier, is reticent pending fuller information, but is clearly dissatisfied."

A DARWINESQUE DEVELOPMENT.

A London paper remarks:—We are all prone to fads. One day vegetarians hold the field, the next fruitarians, and now the latest cult of the well-to-do, whose digestion has been impaired by too many dinners, is the nut diet. Nuts now form the staple diet of many who find the French chef superfluous, and even the festive veneer of the advanced diner. Lord Charles Bessborough, it is said, has for some time been a vegetarian, and now Lady Charles has adopted a similar diet and lives chiefly on nuts. The Earl of Buchan and Mr. Neville Lytton are also amongst the recent recruits. The nuts are served hot or cold, and constitute the principal course at many a lordly mansion now-a-days. The unemployed would only try it, they could live luxuriously on two or three pence a day on the finest food in the world, and it could be so varied that all monotony would be denied. Just now chestnuts are in season, and few who have not tried them know how delicious are these dainties when properly cooked. The way to eat them is piping hot from the Italian street merchant's barrow, done to a turn over the charcoal fire. They are most nutritious, and stay the pangs of hunger far better than meat, and when travelling eat dry sticks of chocolate and bread. It is certain we should all do far better and healthier if we ate less meat, and we should save enormously, for it is the butcher makes the money fly. Nuts, chestnuts, walnuts, and many other kinds of nuts, with milk, fruit, porridge, vegetables, etc., would keep children in health, where too much meat diet ruins teeth and digestion. Most nuts are dry in staple, and when it is eaten three or even four times in the twelve hours, it usually proves very injurious to the health and complexion.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *America Maru* arrived at San Francisco on the 6th inst.

The P.M.S.S. Co. str. *Korea* was expected to sail from Yokohama yesterday, and is due here on the 22nd inst.

The I.G.M. str. *Princess Alice*, which left here on 14th March, arrived at Genoa on Monday, the 9th inst., at 11 a.m.

THE LATE MAJOR-GENERAL SIR WILLIAM GATACRE.

The death of Major-General Sir William Gatacre, which occurred at Gambela, in the Upper Sudan, is thus referred to by the *Times*.

Major-General Sir William Forbes Gatacre, K.C.B., D.S.O., who belonged to a well-known Shropshire family, was born in December, 1843, and entered the 77th Foot, now the 2nd Battalion Middlesex Regiment, as an ensign in February, 1862. His early regimental life was uneventful, and even after passing out of the Staff College in 1874 he gave little indication of rising to any particular eminence in his profession. From 1875 to 1879 he remained an instructor in military surveying at the Royal Military College, Sandhurst, which he left to serve for a year as D.A.A. and Q.M.G. at Aldershot. In October, 1880, he was given an officiating appointment in Madras as Assistant-Quartermaster-General, and in April, 1882, he succeeded to the command of his battalion, which he held until 1885. It was during this period that Gatacre came under the notice of Lord Roberts, then Commander-in-Chief of the Madras Army; and when Lord Roberts succeeded the late Sir Donald Stewart as Commander-in-Chief in India he took the colonel of the 2nd Middlesex with him to Simla as Deputy-Quartermaster-General. This appointment Gatacre held until 1890, leaving headquarters to take part, first in the Hazara expedition of 1888, where he acted as D.A.A. and Q.M.G., was mentioned in despatches, and won the D.S.O., and again in the Teshon expedition of 1889-90, which formed part of the long and difficult punitive operations in Burma. At Indian Army Headquarters Gatacre's restless energy was most prominent, one of his chief feats in particular, a march of about 40 and 50 miles among the hills, passing later into a local tradition. In November, 1890, Gatacre was transferred to Bombay as Adjutant-General of the Bombay Army, then commanded by his Royal Highness the Duke of Connaught. In January, 1894, he was appointed a brigadier-general in command of a Bombay district, and in the following year was given charge of one of the brigades of the Chitral relief force under Sir Robert Low.

In the Chitral expedition General Gatacre came prominently to the front, especially in connection with the passage of the Janabul and Lowari Passes. In overcoming these formidable obstacles his indomitable energy and personal example were of invaluable service; but in the last active work of the campaign he was thought to subject his brigade, just as he afterwards did the British division in the Sudan, to an unnecessary strain by continual surprise visits, to guard against which elaborate precautions were taken by the British at least one corps during the campaign. The action at Mamargal on April 3, 1895, was conducted by Gatacre, who also distinguished himself by saving a man from being drowned in the Panjora river. For his services in this campaign he was mentioned in despatches and received the C.B.

Gatacre remained a brigadier-general on the Indian establishment until July, 1897, when he returned home to assume command of the 1st Infantry Brigade at Aldershot. He had only held this a few weeks when he was hurried out to Egypt to take charge of the British brigade which he advanced on and at the battle of the Atbara, where his personal gallantry was once again conspicuously displayed. In the subsequent advance on Khartoum General Gatacre was given command of the British division, with Colonel N. G. Lytton and Wauchope as his brigadiers. Under his command the division certainly was in a state of constant readiness and hard fighting efficiency; but he was not a general of the type who would have been able to take the initiative in a campaign, and his personal gallantry was not of the type which would have been able to take the initiative in a campaign, and his personal gallantry was not of the type which would have been able to take the initiative in a campaign.

In December, 1898, Sir William Gatacre was given the command of the Eastern District at Colchester; but here again, as at Aldershot in 1898, he did not make a long stay. When the Sudan despatch an army corps under Sir Roberts Buller, one of the first officers appointed to the command of a division was Sir William Gatacre, who accordingly sailed forthwith for East London with the temporary rank of lieutenant-general. Of none of the generals sent out with Sir R. Buller was more expected than of Gatacre. But unfortunately ill-fortune dogged his footsteps from the start. In the general break-up of the army corps, caused by the desertion of the army corps, Gatacre found himself at Queenstown a general with only fragments of a command. Nevertheless, he set about his preparations for an advance with characteristic energy, and as soon as he had a small force assembled pushed on to Sterksdroom. He was now within touch of the Boer forces in occupation of Stormberg Junction, and determined by a bold night march to recapture that important strategic point. The capture of the town was a perfectly justifiable operation, but inadequate care in the preparations, combined with sheer mischance, caused it to fail in the end; and Gatacre, after once more displaying signal gallantry in trying to rally his force, was compelled to fall back with his remnants to Potchefstroom (December 10, 1899).

During the next three months Gatacre was forced to confine himself to minor operations, until Lord Roberts' triumphant advance on Bloemfontein caused the Boers to evacuate Stormberg and enabled Gatacre, early in March, to occupy Burgersdorp. But his ill-fortune was by no means deserted him. On April 3 the Redderburg disaster took place. How far the whole blame of that mishap was really attributable to negligence on General Gatacre's part is, indeed, an open question. Lord Roberts certainly felt, after the disaster, that he could not but with any confidence continue Gatacre in his command, and in such circumstances the instincts of a Commander-in-Chief must be the only guide. Nevertheless, all who knew anything of General Gatacre's professional skill sympathized deeply with him in his failure to fulfil the high hopes which were set on him at the outset of the campaign, and many at a later stage of the war regretted the absence of one who, if he was not a great general, was yet indefatigable in the execution of his duty and might have shown to advantage in guerrilla warfare.

On June 4, 1900, General Gatacre was reappointed Major-General in command of the Eastern District. In April, 1901, he met with a bad accident when riding to hounds being thrown from his horse, and, in addition to a broken collar-bone, received internal injuries, from which, however, he recovered and was able to resume the duties of his command, which he held until December 8, 1903, when he was

relieved by Major-General Plumer. He retired March 19, 1904.

Sir William Gatacre married, in 1895, Beatrice Wickes, third daughter of Lord Davy.

AN INTERVIEW WITH JAPAN'S PREMIER.

Mr. Alfred Curtis writes in the *Kobe Herald*: Marquis Saionji, Minister President of State, kindly granted me an interview at his official residence on Wednesday afternoon. After congratulating His Excellency on the achievement of the Government's purpose in regard to the nationalisation of the principal railways, I ventured to enquire if it was intended to carry the principle of monopoly into other fields. His Excellency reminded me that the nationalisation of railways had been from the time the first railway was laid in Japan one of the principles aimed at by the Government, and that, so far as the railways and telegraph monopolies were concerned, the Government had been driven to adopt a monopoly line by considerations touching the revenue of the State. He did not anticipate that there would be any further effort on the part of the Government to extend the field of State enterprise. For his own part, he was satisfied that the trade and industry of the country would thrive best under the fostering care of the individual.

In reply to enquiries touching the political outlook, Marquis Saionji expressed the opinion that affairs in China and Manchuria are now in a fairly settled state, and that so far as human foresight can judge, peace in the Orient may be held to be assured for a considerable period. He regarded the recent outbreak of lawlessness in southern China as purely local and in no way indicative of the presence of an anti-foreign spirit in the councils of the governing authorities. Such outbreaks, deplorable though they are, he considered bound to recur; and therein, in his opinion, lies the only real menace to the peace of the East, inasmuch as it is impossible to predicate the probable policy of foreign Powers in the event of further outbreaks occurring. He did not consider that any of the more recent acts of rapine and murder were allied in any way with the condition of things antecedent to the Boxer outbreak, which was, in his opinion, a purely local phenomenon, and not a general one.

As to the Shanghai riots and the charges that Japanese had abetted and aided the Chinese—charges which I was able to state had not been upheld by prominent foreign residents in Shanghai with whom I had discussed the matter when passing through—His Excellency explained that he had been careful to make full enquiries himself, not only of his own countrymen but of foreign friends, and that he had not been deceived by the slightest ground for the idea that Japanese were implicated in the troubles. It was doubtless true, of course, that there were Japanese who sympathised with the Chinese in their efforts to protect their country from foreign aggression, just as there are Europeans and Americans who respect the desire of the Chinese to safeguard their national interests; but he was satisfied that the Japanese had neither instigated nor encouraged the hostile and reckless attitude which had been taken up by the Chinese. His Excellency if he would mind giving me his personal view as to the alleged responsibility of the missionary for much of the trouble which occurs in China. I told the Marquis frankly that many foreigners hold that the missionary is largely the cause of many of the murderous outbreaks which occur, and that I should value a statement on the subject from him, although I did not attach much value to the point, as it was not one of his own countrymen. His Excellency was good enough to tell me that in his opinion there is some warrant for the charges made against the missionary in this matter. He unhesitatingly acknowledged the purity of motive of many of the missionaries and paid a high tribute of praise to their zeal and self-denying labours, but he thought it could not be denied that many of them go beyond the bounds of lawful provinces and indirectly meddle in political matters, sometimes affording asylum to fugitives and interfering with the course of justice and the authority of the mandarins over their own people.

His Excellency asked me if I considered the result of so many years' missionary work in China commensurate with the expenditure made in men and money, reminding me that missionaries from the West had been labouring there in a desultory way upwards of two hundred years, and that a very strenuous movement had been going on for the past sixty years. I could only admit that the result did not seem satisfactory and I added that I questioned the wisdom of the methods pursued. Invited to explain this point, I said that it appeared to me that, had the recorded injunctions of the Founder of Christianity been literally followed, permanent proselytising bases would not have been set up; that, had the Gospel of Peace been spread by itinerant preachers alone, there would have been fewer outrages and massacres. I could only admit that the result did not seem satisfactory and I added that I questioned the wisdom of the methods pursued. Invited to explain this point, I said that it appeared to me that, had the recorded injunctions of the Founder of Christianity been literally followed, permanent proselytising bases would not have been set up; that, had the Gospel of Peace been spread by itinerant preachers alone, there would have been fewer outrages and massacres.

The Marquis expressed confidence in the future development and extension of trade and industry in China and Manchuria. As soon as the troops were withdrawn—and both Russia and Japan were moving their troops homeward with all reasonable celerity—and the necessary negotiations with the Chinese Government for the administration of the country having been concluded—and they were making satisfactory headway—Manchuria would be thrown open to the enterprise of the nation.

He mentioned that misgivings prevailed in some quarters, illiberal and unjustifiable misgivings, I admitted, that the open door would prove to be intended for Japanese exclusively; and invited an official statement upon this point in particular.

His Excellency gave it deliberately and emphatically, in these words:—It is a distinct feature of my policy to ensure the opening of the country to all alike, irrespective of questions of nationality.

I inquired whether aliens would be allowed to own land there. As to this, the Marquis informed me that until negotiations with the Chinese Government are concluded, he could not speak very definitely.

I then asked if the port of Tairen (Dairen) had been thrown open to foreign trade and shipping. His Excellency said that it had, and that the Chinese Government was making satisfactory headway in the negotiations for the opening of the port to all alike, irrespective of questions of nationality.

But if we really think so much of this simple life, why not play the game of being our own selves, the selves that we lost sight of when we first put on side, or got a swelled head, or contracted the gold fever, or made a pampered god of that part of our anatomy which a little girl once politely referred to as "my sash," during the holidays? August is a sort of liberty hall to most of us. It wouldn't be half a bad idea to mark out a list of the things we don't want while we are having a good time in its seclusion.

KODAKS AT HOME PRICES.

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CROWN COLONY ADMINISTRATION.

Still harping on its suggestion that Singapore, like Hongkong, should have Unofficial Members on its Legislative Council, the *Free Press* emphasises another aspect of the matter. It says:—

We still adhere strongly to our conviction of the great practical value of such a reform, specially valuable in commercial, shipping and financial affairs, upon which it can hardly be said that there is more than a very moderate amount of opinion. The service of the Governor in Executive Council, if the word "service" can be permitted at all. All this might well be taken with another suggestion that we made many years ago, to the effect that, to advise H.E. the Governor on matters of purely British trade and British shipping, there should be, in addition to the present cosmopolitan Chamber of Commerce, a British Chamber, the membership of which should be limited to merchants and others who were European British subjects. But the latter suggestion was not so simple as all that; for, as we think unfortunately, so many British merchants and shipping agents here are without a sufficiently free hand, or are so tied up by their membership of the Straits Homebrewed Shipping Conference, that it is hardly reasonable to expect these men to give free opinions where the motion for discussion may be the betterment of British interests even at the expense of these foreign interests with which they are so intimately and so extensively associated. But it would be quite possible to find two men who were untrammelled, and who could, as members of the Executive Council, take upon themselves the full advisory responsibilities of a British Chamber of Commerce, or the best substitute therefore attainable. Most people here might be able to make a very good guess as to who the two best British commercial advisers might be. As, anyway, we think that in this way we get over two difficulties with one identical solution. There can be no better, we are assured.

SIR JOHN ANDERSON'S BEREAVEMENT.

The *Singapore Free Press* of April 3rd says:—We much regret to hear that early this morning Capt. Stockley, A.D.C., received this telegram, dated yesterday, from Sir John Anderson:—

"My father died today."
The telegram was from Burton-on-Trent, where Sir John was staying with one of his sisters. Whether the late Mr. John Anderson himself was also at that time with his son and daughter is not yet known. The late Mr. John Anderson was about fifty years ago a resident of the parish of Glastonbury in Wiltshire, and subsequently became Superintendent of the Glastonbury Mission in Aberdeen, during which period of his life he was engaged in active evangelistic work. From that appointment Mr. Anderson retired a number of years ago, becoming somewhat frail in health. For a time Sir John Anderson was anxious about his father, but for three or four months past the news was distinctly more favourable. Before Sir John Anderson took his present short leave, he was looking forward to a term of leave later on, which he thought would be the last time he would see his father. Fortunately Sir John has been able to see him on this occasion before his death, which has taken place at the age, it is understood, of 85 years.

The late Mr. John Anderson must have been one of those numerous typical Scottish parents whose faith in the value of a good education for their sons is held so tenaciously. The brilliant academic and Colonial Office career of Sir John Anderson must be, initially, due in no small degree to the wise direction of a devoted father.

Sir John Anderson is assured of a widespread sympathy in his bereavement throughout the Colony and the Federated Malay States.

CONSUL-GENERAL SCOTT RETIRES FROM CHINA.

The Hongkong correspondence of the *N.C. Daily News* contains the following pleasant reference:—All who know Mr. James Scott, the British Consul-General for South-China, regard him as a strong man, and one of the best types of our race. Perhaps somewhat brusque at times, perfectly straightforward at all times, he is ever genial at heart, and has devoted himself to the best interests of Great Britain with assiduous persistency and considerable ability. He came to China thirty-five years ago, and after passing through the several grades of preparation, and acquiring the necessary experience, he was first appointed in charge of Kiangchow in 1877. Mr. Scott's genial hearty friendliness will be missed by many friends in Canton, but he will be remembered, and many will wish him yet many days and ripe enjoyment in the land of his fathers.

Mr. Scott's successor is to be Mr. Mansfield, C.M.G. He comes from Amoy. He is not unknown to Canton, for he was there in 1898 as Acting Consul. He will therefore easily take up the threads of the work, and carry it off with perfect ease. He was made C.M.G. in November 1902. Reports say that a strong man is needed there just at present to keep a keen eye on the anti-foreign Viceroy, and if necessary to switch him back from his vagaries to the approved path of progress.

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Hongkong, 5th April, 1906.

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Hongkong, 25th October, 1905.

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TERMS VERY MODERATE.

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Hongkong, 21st September, 1905.

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ELMESSN & CO.

Hoiphong, 3rd October, 1905.

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NEW ADVERTISEMENTS

HANK HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 15 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 13th and 14th inst. Hongkong, 11th April, 1906. [9.6]

HONGKONG FOOTBALL CHALLENGE SHIELD.

THE FINAL TIE for above SHIELD between H.M.S. "DIAMOND" and HONGKONG CLUB postponed on account of the former's visit to Japan, will be played on SATURDAY, 21st inst. Hongkong, 11th April, 1906. [857]

TO LET.

FINE AIRY FLAT in DAIRY FARM Co's New Farmhouse, Robinson Road, Kowloon.
Apply to—
THE SECRETARY.
Hongkong, 11th April, 1906. [858]

TO LET.

FROM the 1st May, a COMFORTABLE FURNISHED ROOM with BOARD, on the Upper Level, commanding a Beautiful View of the Harbour. Charges moderate. Apply by letter to—
"A. G. H."
Care of "Daily Press" Office.
Hongkong, 4th April, 1906. [859]

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the HONGKONG HORTICULTURAL SOCIETY will be held at the CITY HALL, TO-MORROW (THURSDAY), the 12th April, at 5.30 p.m.
L. GIBBS,
Hon. Secretary.
Hongkong, 11th April, 1906. [860]

UNDER the distinguished Patronage of His Excellency Sir MATTHEW NATHAN, K.C.M.G.,
A CONCERT
Will be given by Mr. GEORGE GRIMBLE at the CITY HALL, on TUESDAY, 17th APRIL, at 9.15 P.M.
The following Ladies and Gentlemen have kindly promised him their assistance:
Mrs. BADELEY, Miss HOOPER, Mrs. KRUGER, Mrs. F. MATTIAND, Messrs. AUSTIN, JOKI, KONG, LEONIE and MOUTRIK.
A portion of the proceeds will be devoted to the Ladies' Benevolent Fund.
Tickets may be obtained from Messrs. JANE, CRAWFORD & CO., THE ROBINSON PIANO CO., LTD., S. MOUTRIK & CO., and Messrs. KELLY & WALSH.
Hongkong, 11th April, 1906. [861]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Auction Rooms, No. 2, Zetland Street, On SATURDAY, the 14th April, 1906, at 2.30 p.m.,
ICE BOXES, WARDROBES, BED-STEADS, SUITES of FURNITURE, SIDEBOARDS, TABLES, BICYCLES, CLOCKS, GLASSWARE, &c., &c.
F. KIENE,
Auctioneer.
Hongkong, 11th April, 1906. [862]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Auction Rooms, No. 2, Zetland Street, On TUESDAY, the 17th April, 1906, at 11 a.m.,
A Quantity of TOWELS, OPERA GLASSES, CIGARETTES, CHAIRS, DRAPERY, &c., &c.
F. KIENE,
Auctioneer.
Hongkong, 11th April, 1906. [863]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAIKUN,"
Captain A. J. Robinson, will be despatched for the above Ports on FRIDAY, the 13th inst., at 10 a.m.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 11th April, 1906. [864]

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.
FOR COPENHAGEN & BALTIC PORTS.
THE Company's Steamship
"AKER,"
Captain Wettergreen, will be ready to load for the above places or about THURSDAY, the 3rd May.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 11th April, 1906. [865]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATON APCAR,"
Captain E. Fay, will be despatched for the above Ports on WEDNESDAY, 18th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, 10th April, 1906. [866]

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO' LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 10th April, 1906. [866]

NORDDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 17th April, at 9.3 a.m.

All Claims must reach us before the 23rd April, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, BREMEN

MELCHERS & CO., AGENTS.

Hongkong, 10th April, 1906. [867]

INTIMATIONS.

IT IS TOLD BY THE TASTE.

BEST AUSTRALIAN STILTON CHEESE. Try it and you will have no other. 55 cents per pound.
H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong, or
No. 37, Elgin Road, Kowloon
Hongkong, 10th April, 1906. [868]

NOTICE.

H. YERA'S PHOTOGRAPHIC STUDIO, has this day RE-OPENED at its FORMER PLACE, 2nd Floor of No. 14, BEACONFIELD ARCADE, Queen's Road Central, and he solicits the continuance of his Customers' Patronage.
Hongkong, 10th April, 1906. [852]

OSAKA SHOSEN KAISHA.

THE Offices of the Company have this Day been REMOVED to the Second-floor of No. 1, QUEEN'S BUILDING, facing Harbour (lately vacated by the Union Insurance Society of Canton, Ltd.).
T. ARIMA,
Manager.
Hongkong, 9th April, 1906. [868]

NOW READY.

STOCKBROKER'S TELEGRAM CODE. (Second Edition.)
EXTENDED AND IMPROVED.
Price \$70.
WONG KISUM,
Care of P.O. Box No. 111,
Hongkong, 10th April, 1906. [854]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the SEASON will be held at the HAPPY VALLEY, on SATURDAY, 14th inst., commencing at 4 p.m.
The charge of admission will be \$1.00 for other than Members of the Hongkong Jockey or Gymkhana Club.
The Committee invite the Ladies of Hongkong to be present.
Post Entries will be accepted for Events Nos. 2 & 4.
C. G. MACKIE,
Hon. Secretary.
Hongkong, 10th April, 1906. [853]

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of March and April.

A.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East and Tank Lane and Leveley Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North end thereof through the Yamnati service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,
Secretary.
Dated this 2nd day of April, 1906. [840]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Auction Rooms, No. 2, Zetland Street, TO-DAY (WEDNESDAY), the 11th April, 1906, at 11 a.m. and at 2.30 p.m.

A Special Assortment of Very Fine FURNITURE, SOFAS, ARM CHAIRS, BOX LOUNGES (Tilted), &c., &c., &c.
Also
A Lot of LADIES' CORSETS, VEILING and SUNSHADES, &c., &c.
F. KIENE,
Auctioneer.
Hongkong, 6th April, 1906. [820]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction TO-DAY (WEDNESDAY), the 11th April, 1906, at 12 o'clock Noon, at his Auction Rooms, Duddell Street, In Two Lots,
THE GERMAN STEAMER "DECIMA" (wrecked off Cape Horn, Hainan Island), with SUNDRY APPURTENANCES, STORES, ANCHORS, CHAINS, etc., etc.

About 1,000 Tons COAL (the Cargo of above Steamer).
TERMS:—Cash on fall of Hammer. Both Lots to be at purchaser's risk on fall of Hammer.
For further particulars, apply to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 4th April, 1906. [805]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (THURSDAY), the 12th April, 1906, commencing at 11 a.m., at his Auction Rooms, Duddell Street, A FASHIONABLE ASSORTMENT OF MILLINERY, SHOES and DRESS MATERIALS, &c., &c.

TRIMMED and UNTRIMMED PANTRY STRAW HATS, TOQUES, GLACE KID, TAN, and PATENT LEATHER SHOES and BOOTS, WHITE and BROWN TONNIE SHOES, CASH, BIE, DRESS MATERIAL, MERCERISED PRINTED SATEN, SERGES in Suit Lengths, &c., &c.

3 HAND SEWING MACHINES (New).
TERMS:—As Customary.
On View from Wednesday, the 11th April, 1906.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 9th April, 1906. [845]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Auction Rooms, No. 2, Zetland Street, TO-MORROW (THURSDAY), the 12th April, 1906, at 11 a.m. and 2 p.m.,
A FINE ASSORTMENT OF JAPANESE CURIOS,
And
Lots of Old POSTAGE STAMPS, also Two Albums containing VALUABLE COLLECTIONS OF STAMPS.
TERMS:—As usual.
F. KIENE,
Auctioneer.
Hongkong, 7th April, 1906. [833]

INTIMATIONS.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.
Care of Office of this Paper.
Hongkong, 18th August, 1905. [414]

LESSONS.

LESSONS GIVEN in the PEKIN and CANTONESE DIALECT, by arrangement with the undersigned.
Terms very moderate.
Apply to—
C. W. LAI,
Address 14, Gilman Bazaar, Ground-floor.
Hongkong, 29th March, 1906. [745]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [47]

SANITARY BOARD.

NOTICE.

IN View of the Intimate Relationship which exists between HUMAN PLAGUE and RAT PLAGUE, HOUSEHOLDERS are invited to REPORT at once to the SECRETARY to the Board should they find their Premises infested with Rats.

Rat Traps and Bird Limes may be obtained from the SECRETARY FREE of COST.
G. A. WOODCOCK,
Secretary, Sanitary Board.
Hongkong, 22nd March, 1906. [839]

COLONIAL SECRETARY'S DEPT.

INFORMATION has been received from the MILITARY AUTHORITIES that PRACTICE FIRING will take place as under:—
On the 6th and 7th April, from a point to the East of Frontier Road a little beyond the 3rd Milepost against Targets on the Lower slopes of Beacon Hill, in a N.E. direction.
On the 7th, 9th, 10th and 11th April, on the 7th and 10th, from a position near the junction of the roads leading to Shatin and Grasscutters' Pass in a N.N.E. direction, towards the latter Pass. The firing party from a position about 400 yards N.N.E. of the latter lot in Diamond Hill (Sheet 8=1 mile Liza Hill) due E. against the slopes between Kai Lung Peak and Middle Hill.
On the 7th, 8th, 10th and 11th April, Field Firing in the vicinity of Chin-Lan-Chiu and Customs' Pass.
T. SERCOMBE SMITH,
Colonial Secretary.
Hongkong, 5th April, 1906. [841]

PUBLIC COMPANIES

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of PHILIPPINE CO., LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, LTD., Queen's Road, Hongkong, THIS DAY (WEDNESDAY), the 11th day of April, 1906, at 3.15 p.m., when the Subsequent Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for Confirmation as a Special Resolution to a SECOND EXTRAORDINARY MEETING which will be subsequently convened:—

RESOLUTION.
That the firm of Messrs. E. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company, the place of Messrs. BENJAMIN, KELLY & Potts and that Article 56 of the company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts".
BENJAMIN, KELLY & POTTS,
General Managers.
Hongkong, 11th April, 1906. [731]

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on WEDNESDAY, the 18th April, 1906, at 4.30 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1905, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

THE TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 18th April, 1906, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Acting Secretary for registration at least Forty-eight hours before the Meeting.

By Order of the Board of Directors,
P. A. CUMMING,
Acting Secretary.
Shanghai, 24th March, 1906. [804]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILDING, Hongkong, on SATURDAY, the 22nd April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 25th April, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 3rd April, 1906. [302]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 88 for Thirteen Shares numbered 15239 to 15311 inclusive, on which the sum of \$2.00 per Share has been paid-up, standing in the Register in the name of FREDERICK E. ELLIS, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, ALKXANDRA BUILDINGS, Des Voeux Road, Victoria, Hongkong, on or before 5th May, 1906, a NEW CERTIFICATE for the said Shares will be issued, and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 5th April, 1906. [811]

TO LET.

NO. 3 and 4, "FAIRVIEW" ROBINSO ROAD, Kowloon.
1st and 2nd FLOOR No. 12, Queen's Road Central.
Kowloon Marine Lot 47 with Wharf.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 29th March, 1906. [501]

TO LET.

SUITEABLE for Office, ONE ROOM in Prince's Buildings.
Apply to—
LAUTS, WEGENER & CO.,
Hongkong, 4th March, 1906. [84]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th March, 1906. [593]

TO LET.

"HAYTOR"—THE PEAK.
Immediate possession.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th March, 1906. [665]

TO LET.

SEYMOUR ROAD LOWER, No. 31. CAINE ROAD, No. 59. STONEHAVEN, Robinson Road, No. 35. TANG YUEN, Macdonnell Road, No. 19 (5 Rooms).
ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms).
PRAYA EAST, No. 30 (Godown).
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 6th February, 1906. [396]

TO BE LET.

NO. 4, LOWER MOSQUE TERRACE.
Apply to—
No. 3, LOWER MOSQUE TERRACE.
Dated the 4th day of April, 1906. [810]

TO LET

TO LET.

NO. 2, MACDONNELL ROAD.

GODOWN (Small) No. 32A, Praya East.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [80]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BRÜCKELMANN & Co.,
Princes' Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.
Floor Area, 6,107 square feet each.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. [256]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.
"STOLZENFELS" PEAK. Bangalow and Tennis Court. From 1st May next. Two ROOMS in Hotel Mansions, with Bathroom; suitable for married couple. Rent moderate.
No. 4, SALISBURY AVENUE, Kowloon, No. 7, EAST TERRACE, Kowloon, furnished. For 4 months from 1st of May next.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Agents.
Hongkong, 4th April, 1906. [390]

TO LET.

FIRST-FLOOR (4 Rooms), YORK BUILDING.
Apply to—
KELLY & WALSH, LD.,
Hongkong, 10th February, 1906. [398]

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.
For full particulars, apply to—
LINDSEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1906. [82]

TO LET.

NO. 5, SEYMOUR TERRACE.
Apply to—
WONG KAM FUK,
Hongkong & Kowloon Wharf & Godown Co.
Hongkong, 10th March, 1906. [607]

TO LET.

NO. 7, MOSQUE TERRACE.
Possession on the 1st May, 1906.
Apply to—
No. 1, MOSQUE TERRACE,
Hongkong, 3rd April, 1906. [790]

TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1905. [77]

TO LET.

FURNISHED ROOMS, with or without Board. Near Ferry, Kowloon. Tennis Court attached.
Apply—
"M. E."
Care of "Daily Press" Office.
Hongkong, 2nd March, 1906. [543]

TO LET.

FURNISHED HOUSE in Kowloon, containing Five Rooms, 3 Bathrooms. Use of Tennis Court. For 6 or 7 months from 15th May.
Apply—
"C. V."
Care of "Daily Press" Office.
Hongkong, 16th March, 1906. [643]

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.
Apply to—
WONG CHEE SANG,
Care of YEE SANG FAT & Co.
Hongkong, 30th November, 1905. [107]

TO LET.

NOS. 5, 6 & 21, BELLIOS TERRACE.
No. 4, ALBANY.
Nos. 6 & 7, DES VOEUX VILLAS, Peak.
"EARNESFOOT," 30, Robinson Road. Furnished for 6 months. With Electric Light and Fan.
"BROCKHURST" PEAK, from 1st March, 1906.
"CLOVELLY" PEAK Road, furnished. Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden.
24, BELLIOS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.
2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited to Offices.
Apply to—
LINDSEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 7th February, 1906. [183]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy T.W.N.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 28th June, 1905. [78]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. [110]

TO LET

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRAYA EAST.
A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in RYTON TERRACE.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [524]

SHIPPING

ARRIVALS.

FRANKLIN, British str., G. Cuddy, R.N.R.
10th April—Singapore 3rd April, General.
—Shewan, Tones & Co.
TAKAKA, German str., 1,450 H. Fekkers, 10th
April—Chinking 4th April, General.
—Shewan, Tones & Co.
JAYA, British steamer, 2,631 S. Barcham, 10th
April—Yokohama 27th March, General.
—P. & O. S. N. Co.
MERAT, British str., 1,582 E. Ullrich, 10th
April—Singapore 3rd April, General.
—Chinese.
PUNZ, Russian LUTETIA, German str., 4,183,
H. Kichner, 10th April—Yokohama 31st
March, General—Molchers & Co.
PUNZ, Russian LUTETIA, German str., 4,302, Lenz,
10th April—Sydney 17th March, General.
—Molchers & Co.
ITERN, British str., 1,511 R. W. Almond, 9th
April—Manila 7th April, General.
—Shewan, Tones & Co.
SCANDIA, German str., 2,841 W. V. Rohrer, 9th
April—Shanghai 6th April, General.
—Shewan, Tones & Co.
SUNDARA, British str., 2,849 J. A. Chaplin,
10th April—Foscow 8th April, General.
—Doddwell & Co.
PUNZ, Russian LUTETIA, German str., 4,183,
H. Kichner, 10th April—Yokohama 31st
March, General—Molchers & Co.
PUNZ, Russian LUTETIA, German str., 4,302, Lenz,
10th April—Sydney 17th March, General.
—Molchers & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
April 10th.
Itarn, British str., for Chiofo.
Itarn, German str., for Canton.
Punz, Russian LUTETIA, German str., for Singapore.
Punz, Russian LUTETIA, German str., for Yokohama.

DEPARTURES.

April 10th.
Canton, British str., for Shanghai.
Dunbar, Norwegian str., for Hongkong.
Dunbar, British str., for Singapore.
Dunbar, British str., for Canton.
Eschard, German str., for Kobe.
Eschard, German str., for Canton.
Eschard, German str., for Swatow.
Eschard, German str., for Singapore.
Eschard, German str., for Canton.
Eschard, German str., for Manila.

VESSELS IN DOCK.

April 10th.
ALEXANDER DOCK.—
U.S.S. Barry, Hanou,
Chiofo, Bon Yik, U.S.S. Barbridge, Brand,
Des Hermon, Tinsley, H.M.S. King Alfred,
Kobara Maru, H.M.S. Otter.
COSMOPOLITAN DOCK.—Singapore

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
ITALIANA.
(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.
Having connection with Company's Mail Steam-
ers to ADEN, SOER, PORT SAID,
MESINA, NAPLES, LONDON and GENOA,
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN Ports up to CALLAO.
(Taking Cargo at through rates to PERMAN
GULF and BACALAN, also BANGALONA,
VALKENA, ALACANT, ALMERIA and
MALAGA.)

THE Steamship
"CAPRI"
Captain H. L. L. will be despatched as above
TODAY, the 11th April, at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 10th April, 1906. [14]

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

NOTICE.
STEAM FOR YOKOHAMA AND KOBE
THE Company's Steamship
"AKER"
Captain W. J. L. will be ready to load for the
above Ports on TODAY, the 11th inst.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th April, 1906. [835]

FOR SINGAPORE & CALCUTTA
THE Steamship
"SIHAN ALUM,"
expected here about the 10th inst. from Kobe,
will be despatched on the 13th inst. for the
above Ports.
Will also call at Rangoon if sufficient induc-
ment offered.
For Freight and Passage, apply to
A. M. ESSAHROY,
Hongkong, 3rd April, 1906. [795]

FOR YOKOHAMA AND KOBE
THE Steamship
"DORTMUND,"
Captain Wagner, will be despatched for the
above Ports on SATURDAY, the 14th inst.,
at 5 P.M.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 9th April, 1906. [849]

FOR VLADIVOSTOK
THE Steamship
"GULF OF VENICE," 5022 Tons,
(expected to arrive here about the 15th inst.),
will be despatched for VLADIVOSTOK,
on or about 17th April, to be followed by s.s.
"ORANGE BRANCH" 3435 Tons.
For Freight, etc., apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 9th April, 1906. [846]

MESSRS. FALCONER & CO'S REGISTRE.
April 6th.
Barometer 9 A.M. 29.96 Thermo (Wetbulb) 9 A.M. 65
Barometer 1 P.M. 29.95 Thermo (Wetbulb) 1 P.M. 65
Barometer 4 P.M. 29.95 Thermo (Wetbulb) 4 P.M. 65
Thermom. 9 A.M. 68 Thermo Maximum 68
Thermom. 1 P.M. 68 Thermo Minimum 68
Thermom. 4 P.M. 68 Thermo Minimum over 68

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W.," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BRITH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|---------------------------------|-------------|-------|-----------------------|-----------------------------|---------------------------|
| LONDON & ANTWERP, VIA SINGAPORE, &c. | JAVA | Brit. str. | — | S. Barcham | P. & O. S. N. Co. | About 11th inst. |
| LONDON, &c. VIA USUAL PORTS OF CALL. | ARCADIA | Brit. str. | — | W. W. Cooke, R.N.R. | P. & O. S. N. Co. | On 21st inst. at Noon. |
| LONDON & ANTWERP | FLINTSHIRE | Brit. str. | — | — | — | About 15th May. |
| AMSTERDAM, LONDON & ANTWERP | KINTUCK | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 24th inst. |
| AMSTERDAM, LONDON & ANTWERP | BELLEROPHON | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 8th May. |
| AMSTERDAM, LONDON & ANTWERP | HECTOE | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 22nd May. |
| AMSTERDAM, LONDON & ANTWERP | JASON | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 5th June. |
| AMSTERDAM, LONDON & ANTWERP | DERGALION | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 17th inst. at 1 P.M. |
| MARSEILLES & HAMBURG | ARMAND BEHIC | Freestr. | — | Guionnet | MESSAGERIES MARITIMES | On 8th May. |
| BREMEN, VIA PORTS OF CALL. | JETRIA | Ger. str. | k.w. | Girtenbrun | HAMBURG-AMERIKA LINIE | Quick despatch. |
| COPENHAGEN & BALTIC PORTS | P. R. LUTFOLD | Ger. str. | — | H. Kichner | MELCHERS & Co. | On 15th inst. |
| ODESSA DIRECT | AKER | Dan. str. | — | Wottergreen | HAMBURG-AMERIKA LINIE | On 15th inst. |
| HAYRE, BREMEN & HAMBURG VIA STRAITS, &c. | SLAVONIA | Ger. str. | k.w. | Porzellan | HAMBURG-AMERIKA LINIE | On 15th inst. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SCANDIA | Ger. str. | k.w. | V. Dohren | HAMBURG-AMERIKA LINIE | On 15th inst. |
| HAYRE, BREMEN & HAMBURG VIA STRAITS, &c. | SENTEGAMBIA | Ger. str. | k.w. | Peter | HAMBURG-AMERIKA LINIE | On 23rd May. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SEGOVIA | Ger. str. | k.w. | Schoenfeldt | HAMBURG-AMERIKA LINIE | On 16th May. |
| HAYRE & HAMBURG VIA STRAITS, &c. | C. F. L. LAEISE | Ger. str. | k.w. | Mejerdorck | HAMBURG-AMERIKA LINIE | On 30th May. |
| HAYRE & HAMBURG VIA STRAITS, &c. | STUTINA | Ger. str. | k.w. | Brehmer | HAMBURG-AMERIKA LINIE | On 14th June. |
| GENOA, MARSEILLES & LIVERPOOL | ANDALUSIA | Ger. str. | 1 m. | Filler | BUTTERFIELD & SWIRE | On 20th inst. |
| GENOA, MARSEILLES & LIVERPOOL | MACHAON | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th inst. |
| GENOA, MARSEILLES & LIVERPOOL | CALHOUN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | About 10th inst. |
| NEW YORK VIA PORTS & SUEZ CANAL | HYSON | Brit. str. | — | — | DODWELL & Co., Ltd. | About 25th inst. |
| NEW YORK VIA PORTS & SUEZ CANAL | SHIMOSA | Brit. str. | — | R. Hill | JARDINE, MATHESON & Co. | About 25th inst. |
| NEW YORK VIA PORTS & SUEZ CANAL | INDRAWADI | Brit. str. | — | Grimes | STANDARD OIL CO. | On 5th May. |
| NEW YORK VIA PORTS & SUEZ CANAL | SENDEA | Brit. str. | — | Hesse | HAMBURG-AMERIKA LINIE | About 25th May. |
| NEW YORK VIA PORTS & SUEZ CANAL | VANDALIA | Ger. str. | k.w. | — | SHAW, TOMES & Co. | To-day. |
| NEW YORK VIA PORTS & SUEZ CANAL | RAMSAY | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 18th inst. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | ATHENIAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. CO. | On 18th inst. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF INDIA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 23rd inst. |
| VICTORIA (C) SEATTLE & VIA JAPAN | TURCOE | Brit. str. | — | E. V. Roberts | DODWELL & Co., Limited. | On 16th inst. at Noon. |
| VICTORIA (C) SEATTLE & VIA JAPAN | SHAWMUT | Am. str. | — | E. Francke | NIPPON YUSEN KAISHA | On 16th inst. at Noon. |
| SEATTLE VIA SHANGHAI & JAPAN | DAKOTA | Am. str. | — | Feldmann | PORTLAND & ASIATIC S.S. CO. | About 10th inst. at Noon. |
| PORTLAND, OREGON VIA SHANGHAI, &c. | NUMANTIA | Brit. str. | — | — | SHAW, TOMES & Co. | On 20th inst. |
| SAN FRANCISCO VIA PORTS | DAKOTAH | Brit. str. | — | — | SHAW, TOMES & Co. | On 20th inst. |
| CALLAO (PERU) & IQUIQUE (CHILI) | GLENFARG | Brit. str. | 1 m. | — | TOTO KISEN KAISHA | On 20th inst. |
| AUSTRALIAN PORTS VIA MANILA | CHINGTUI | Brit. str. | — | Helm | GIBB, LIVINGSTON & Co. | On 20th inst. |
| AUSTRALIAN PORTS VIA MANILA | EMPIRE | Brit. str. | — | Leis | MELCHERS & Co. | On 1st May, at Noon. |
| AUSTRALIAN PORTS VIA MANILA | EMPIRE | Brit. str. | — | — | DODWELL & Co., Ltd. | About 17th inst. |
| YOKOHAMA & KOBE | PRINZ SIGISMUND | Ger. str. | — | — | MELCHERS & Co. | To-day, at 6 P.M. |
| YOKOHAMA & KOBE | TAIYUAN | Brit. str. | 1 m. | Wottergreen | BUTTERFIELD & SWIRE | Quick despatch. |
| YOKOHAMA & KOBE | AKER | Dan. str. | — | Wagner | HAMBURG-AMERIKA LINIE | On 14th inst. at 5 P.M. |
| YOKOHAMA & KOBE | DORTMUND | Ger. str. | k.w. | — | JARDINE, MATHESON & Co. | To-day, at 3 P.M. |
| YOKOHAMA & KOBE | ESANG | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | To-morrow. |
| YOKOHAMA & KOBE | KASHING | Brit. str. | — | — | OSAKA SHOSHEN KAISHA | To-morrow. |
| YOKOHAMA & KOBE | SHOSHU MARU | Jap. str. | — | T. Nemoto | BUTTERFIELD & SWIRE | To-morrow. |
| YOKOHAMA & KOBE | SHAOHSING | Brit. str. | 1 m. | — | JARDINE, MATHESON & Co. | To-morrow, at 3 P.M. |
| YOKOHAMA & KOBE | HANGANG | Brit. str. | — | Broo | MESSAGERIES MARITIMES | About 16th inst. |
| YOKOHAMA & KOBE | POLYNESIAN | Brit. str. | — | — | JARDINE, MATHESON & Co. | On 18th inst. at 4 P.M. |
| YOKOHAMA & KOBE | CHONGHAI | Brit. str. | — | J. D. Andrews, R.N.R. | P. & O. S. N. Co. | About 19th inst. |
| YOKOHAMA & KOBE | DELHI | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 15th inst. at 10 A.M. |
| YOKOHAMA & KOBE | CHINKIANG | Brit. str. | — | S. Tagami | OSAKA SHOSHEN KAISHA | On 22nd inst. at 10 A.M. |
| YOKOHAMA & KOBE | DAIGI MARU | Jap. str. | — | H. Ohta | OSAKA SHOSHEN KAISHA | On 18th inst. at Noon. |
| YOKOHAMA & KOBE | DAIJIN MARU | Jap. str. | — | Morita | OSAKA SHOSHEN KAISHA | On 18th inst. at Noon. |
| YOKOHAMA & KOBE | MAIDZU MARU | Jap. str. | 2 h. | A. J. Robinson | DOUGLAS LARSEN & Co. | On 18th inst. at Noon. |
| YOKOHAMA & KOBE | HAIMUN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 14th inst. at Noon. |
| YOKOHAMA & KOBE | HUICHOW | Brit. str. | — | — | SHAW, TOMES & Co. | On 14th inst. at Noon. |
| YOKOHAMA & KOBE | RUBI | Brit. str. | — | E. Almond | JARDINE, MATHESON & Co. | On 20th inst. at 4 P.M. |
| YOKOHAMA & KOBE | BOONGSANG | Brit. str. | — | R. Rodger | SHAW, TOMES & Co. | On 21st inst. at Noon. |
| YOKOHAMA & KOBE | ZAFIRO | Brit. str. | — | F. Seabill | MELCHERS & Co. | On 14th inst. at 9 A.M. |
| YOKOHAMA & KOBE | KUDAT & SANDAKAN | Brit. str. | — | E. Fey | A. M. ESSAHROY | On 13th inst. |
| YOKOHAMA & KOBE | SINGAPORE & CALCUTTA | Brit. str. | — | — | DAVID SARNOON & Co., Ltd. | On 18th inst. at Noon. |
| YOKOHAMA & KOBE | SINGAPORE & CALCUTTA | Brit. str. | — | — | CARLOWITZ & Co. | To-day, at Noon. |
| YOKOHAMA & KOBE | BOMBAY VIA SINGAPORE & PENANG | Brit. str. | — | — | JAVA-CHINA-JAPAN LINES | About 11th inst. |
| YOKOHAMA & KOBE | BATAVIA CHERIBON, SAMARANG, &c. | Dut. str. | — | — | — | — |

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR STEAMERS
TIENTSIN "ESANG" Wed, 11th April, 3 P.M.
+ SHANGHAI "HANGSANG" Thursday, 12th April, 3 P.M.
+ SHANGHAI "CHOYSANG" Wed, 18th April, 4 P.M.
+ MANILA "LOONGSANG" Friday, 20th April, 4 P.M.
* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
For Freight or Passage, apply to
HONGKONG, 29th March, 1906. JARDINE, MATHESON & CO., GENERAL MANAGERS. 18

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STREAMERS | TO SAIL | REMARKS. |
|--|-----------------------|------------------|----------------------------|
| LONDON and ANTWERP VIA SINGAPORE, PENANG, &c. | JAVA | About 11th April | Freight and Passage. |
| COLOMBO, PORT SAID and MARSEILLES | S. Barcham | April | Passage. |
| SHANGHAI | DELHI | About 19th April | Freight and Passage. |
| | J. D. Andrews, R.N.R. | April | Passage. |
| LONDON &c. VIA USUAL PORTS OF CALL. | ARCADIA | Noon, 21st April | See Special Advertisement. |
| | W. W. Cooke, R.N.R. | April | Advertisement. |

For further Particulars, apply to
HONGKONG, 9th April, 1906. E. A. HEWETT, Superintendent. [7]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|-----------|---------|----------------------|
| RUBI | 2540 | R. Almond | Manila. | On 14th April, Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila. | On 21st April, Noon. |

For Freight or Passage apply to
HONGKONG, 9th April, 1906. SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. "RAMSAY" ... About 25th May, 1906.
For freight and further information apply to
SHEWAN TOMES & CO., GENERAL AGENTS
HONGKONG, 6th April, 1906. [19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND PORTLAND, OREGON.

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
STEAMSHIP
TONS. CAPTAIN TO SAIL AT NOON
"NUMANTIA" 4,370 Feldmann April 16th, 1906
"ARABIA" 4,483 Metzenhuth May 22nd, 1906
"ARAGONIA" 5,198 Ernst June 11th, 1906
"NICOMEDIA" 4,370 Wegmann June 21st, 1906

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
HONGKONG, 29th March, 1906. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

"THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE"
2 Days Across the Pacific is the "EMPIRE LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. "ATHENIAN" 3,882 Tons ... WEDNESDAY, 11th April ... 5th May.
"EMPIRE OF INDIA" 6,000 " ... WEDNESDAY, 18th April ... 9th May.
"MONTEAGLE" 5,599 " ... WEDNESDAY, 2nd May ... 26th May.
"EMPIRE OF JAPAN" 6,000 " ... WEDNESDAY, 9th May ... 30th May.
"TARTAR" 4,425 " ... WEDNESDAY, 23rd May ... 16th June.
"EMPIRE OF CHINA" 6,000 " ... WEDNESDAY, 30th May ... 20th June.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class ... via St. Lawrence £60; via New York £82.
Intermediate on Steamers ... £40, " £42.
and 1st Class Rail ... " £40, " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Route, Handbooks, Rates of Passage and Freight, apply to
D. B. BROWN, General Agent,
Corner Pedder Street and Praya, opposite Blake Pier [5]

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,
"MINNESOTA" AND "DAKOTA"
(EACH TONS 20,718 GROSS REG.)
Will be despatched from HONGKONG as follows:
"DAKOTA," Captain E. FRANKIE, On MONDAY, 23rd APRIL, 1906.
"MINNESOTA," Captain J. H. KENDER, On TUESDAY, 12th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
These Steamers are luxuriously fitted with COILS and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available, for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA, AGENTS
HONGKONG, 20th December, 1905. [20]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG, 1906.
"SHIMOSA" ... 10th April.
"DEN OF KELLY" ... 17th April.
For Freight and further information, apply to
DODWELL & CO., LTD., Agents.
Hongkong, 3rd March, 1906. 2135

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MONTPELLIER, NANTES, AND BLACK SEA PORTS.
THE Steamship
"ARMAND BEHIC,"
Captain Guionnet, will be despatched for MARSEILLES on TUESDAY, the 17th April, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ERNEST SIMONS" ... 1st May.
S.S. "POLYNESIAN" ... 15th May.
S.S. "CALEDONNIEN" ... 22nd May.
S.S. "SAJAZIE" ... 12th June.
S.S. "TOURANE" ... 26th June.
G. DE CHAMPEAUX, Agent.
Hongkong, 4th April, 1906. [9]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"DAKOTAH,"
will be despatched for the above Ports on WEDNESDAY, the 25th April.
For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 9th March, 1906. 591

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
With liberty to call at the Malabar Coast.

THE Steamship
"INDRAWADI,"
Captain R. Hill, will be despatched as above on or about the 25th April.
If sufficient inducement is offered.
For Freight, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 31st March, 1906. 766

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above Ports on SATURDAY, the 28th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd April, 1906. [797]

OCEAN STEAMSHIP COMPANY. LD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE OUTWARDS.

| FROM | STEAMERS | TO | DATE |
|-----------------------|-------------|-----|----------------|
| GLASGOW and LIVERPOOL | "MOYNE" | DUB | On 14th April. |
| GLASGOW and LIVERPOOL | "TEUCER" | DUB | On 14th April. |
| GLASGOW and LIVERPOOL | "DARJANUS" | DUB | On 21st April. |
| GLASGOW and LIVERPOOL | "HECTOR" | DUB | On 21st April. |
| GLASGOW and LIVERPOOL | "JASON" | DUB | On 28th April. |
| GLASGOW and LIVERPOOL | "DEUCALION" | DUB | On 5th May. |
| GLASGOW and LIVERPOOL | "TYDEUS" | DUB | On 12th May. |
| GLASGOW and LIVERPOOL | "HYSON" | DUB | On 12th May. |
| GLASGOW and LIVERPOOL | "GLAUCUS" | DUB | On 15th May. |
| GLASGOW and LIVERPOOL | "RHIPPEUS" | DUB | On 17th May. |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | DUB | On 23rd May. |

| FOR | STEAMERS | TO | DATE |
|---------------------------------|---------------|---------|----------------|
| GENOA, MARSEILLES and LIVERPOOL | "MACHAON" | TO SAIL | On 20th April. |
| AMSTERDAM, LONDON and ANTWERP | "KINTUCK" | TO SAIL | On 24th April. |
| AMSTERDAM, LONDON and ANTWERP | "BELLEROPHON" | TO SAIL | On 8th May. |
| GENOA, MARSEILLES and LIVERPOOL | "CALCHAS" | TO SAIL | On 20th May. |
| AMSTERDAM, LONDON and ANTWERP | "HECTOR" | TO SAIL | On 22nd May. |
| AMSTERDAM, LONDON and ANTWERP | "JASON" | TO SAIL | On 5th June. |
| AMSTERDAM, LONDON and ANTWERP | "DEUCALION" | TO SAIL | On 19th June. |
| GENOA, MARSEILLES and LIVERPOOL | "HYSON" | TO SAIL | On 20th June. |

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

| FOR | STEAMERS | TO | DATE |
|--|----------|---------|----------------|
| VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO- | "TEUCER" | TO SAIL | On 18th April. |
| HAMA | "TYDEUS" | TO SAIL | On 18th May. |

WESTWARD.

| FROM | STEAMERS | TO | DATE |
|--|------------|-----|----------------|
| TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST | "NINGCHOW" | DUB | On 25th April. |
| | "YANGTZE" | DUB | On 25th May. |

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO | DATE |
|---------------------------|-------------|---------|----------------|
| NINGPO and SHANGHAI | "CHINKIANG" | TO SAIL | On 11th April. |
| YOKOHAMA and KOBE | "TAIYUAN" | TO SAIL | On 11th April. |
| SHANGHAI | "SHAOHSING" | TO SAIL | On 12th April. |
| TIENSIN | "KASHING" | TO SAIL | On 12th April. |
| SWATOW, WEIHAUW & TIENSIN | "HUTCHOW" | TO SAIL | On 16th April. |

| FROM | STEAMERS | TO | DATE |
|--|-----------|---------|----------------|
| MANILA, ZAMBOANGA, PORT DAUWIN, THURSDAY ISLAND, COOKTOWN, CAULFIELD, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | TO SAIL | On 10th April. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th April 1906.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COLOGNE, LONDON, OROKOT, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS | DESTINATIONS | SAILING DATE | Freight & Passengers |
|----------------|--|------------------|----------------------|
| * SCANDIA | HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo) | On 11th April | Freight & Passengers |
| SLAVONIA | ODessa DIRECT (Calling at Singapore and Colombo) | About 15th April | Freight. |
| SENEGAMBIA | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 18th April | Freight. |
| SEGORGIA | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 2nd May | Freight. |
| STELLA | MARSEILLES and HAMBURG (Calling at Singapore, Penang and Colombo) | On 8th May | Freight. |
| Capt. Gieseler | HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo) | On 16th May | Freight. |
| Capt. Meyer | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 30th May | Freight. |
| ANDALUSIA | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 14th June | Freight. |
| VANDALIA | NEW YORK (Calling at Singapore, Penang and Colombo) | On 6th May | Freight. |

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins midships. Lighted throughout by electricity. Duly qualified doctor and stewardess are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE: KING'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO | DATE |
|--|-----------------|---------|-----------------------------------|
| * TAMSUI VIA SWATOW AND AMOY | "DAIGI MARU" | LEAVING | SUNDAY, 15th April, at 10 A.M. |
| * TAMSUI VIA SWATOW | "DAIJIN MARU" | LEAVING | SUNDAY, 22nd April, at 10 A.M. |
| * SHANGHAI VIA SWATOW, AMOY and FOCHOW | "SHOSHU MARU" | LEAVING | WEDNESDAY, 11th April, at 10 A.M. |
| * ANPING VIA SWATOW AND AMOY | "MAIDZURU MARU" | LEAVING | WEDNESDAY, 18th April, at 10 A.M. |

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 9th April, 1906.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT 9,696 E. V. Roberts On 23rd April.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 22nd February, 1906

DODWELL & CO., LIMITED, GENERAL AGENTS.

7

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 11th April

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 25th April

SACHSEN ... WEDNESDAY ... 9th May

PRINZ HEINRICH ... WEDNESDAY ... 23rd May

ROON ... WEDNESDAY ... 6th June

PREUSSEN ... WEDNESDAY ... 20th June

ZIETEN ... WEDNESDAY ... 4th July

GRONAU ... WEDNESDAY ... 18th July

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 1st August

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 15th August

SACHSEN ... WEDNESDAY ... 29th August

On 12th September

ON WEDNESDAY, the 11th day of APRIL, 1906, at Noon, the Steamship

"PRINZ REGENT LUITPOLD," Captain H. Krichner, with MAILED PASSENGERS, SPECIAL CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted until 5 P.M. on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$61 0 0, 2nd Class \$42 0 0, 3rd Class \$33 0 0.

TO NAPLES, GENOA and GIBRALTAR return 91 0 0, 163 0 0, 33 0 0.

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG return 65 0 0, 44 0 0, 24 0 0.

TO NEW YORK VIA SUEZ, VIA NAPLES, GENOA or GIBRALTAR return 115 0 0, 79 0 0, 47 0 0.

VIA BREMEN OR SOUTHAMPTON return 68 0 0, 46 0 0, 27 0 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

PRINZ SIGISMUND ... TUESDAY, 1st May.

WILLHELM ... TUESDAY, 29th May.

PRINZ WALDEMAR ... TUESDAY, 26th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$50 0 0, 2nd Class \$30 0 0, 3rd Class \$20 0 0.

To MANILA ... \$50 0 0, return \$80 0 0.

To NEW GUINEA ... \$28 0 0, return \$42 0 0.

To BRISBANE ... \$20 0 0, return \$34 0 0.

To SYDNEY ... \$23 0 0, return \$37 0 0.

To MELBOURNE ... \$24 0 0, return \$38 0 0.

To YOKOHAMA ... \$50 0 0, return \$170 0 0.

To KOBE ... \$50 0 0, return \$170 0 0.

To YOKOHAMA and back from KOBE ... \$140 0 0, return \$170 0 0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97 0 0.

To EUROPE VIA AUSTRALIA AND AMERICA ... \$96 0 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

YOKOHAMA and KOBE ... PRINZ SIGISMUND ... Wednesday, 11th April, 6 P.M.

SHANGHAI, NAGASAKI, SACHSEN ... Wednesday, 11th April.

KOBE & YOKOHAMA ... PRINZ HEINRICH ... Wednesday, 23rd April.

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA ... PRINZ HEINRICH ... Wednesday, 23rd April.

Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co. O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:—

1st Class \$32 0 0.

To London via Plymouth or Southampton ... \$32 0 0.

To Bremen ... \$32 0 0.

To Paris via Cherbourg ... \$32 0 0.

To Naples, Genoa via Gibraltar ... \$32 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------|--------------------|---------------------|
| TJIMAHU | JAPAN | First half of April | JAVA PORTS | First half of April |
| TJILIWONG | JAVA | First half of April | JAPAN via SHANGHAI | First half of April |
| TJIPANAS | JAPAN | Second half of April | JAVA PORTS | First half of May |
| TJILATJAP | JAVA | Second half of April | JAPAN via SHANGHAI | First half of May |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor, Hongkong, 28th March, 1906.

Telephone No. 375.

116

VESSLS ON THE BERTH

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South America Ports.

THE Company's Chartered Steamship

"GLENFARG,"

5,600 tons, will be despatched for CALLAO (Peru) and IQUIQUE (Chili) on or about 10th April, 1906, at Noon.

Also taking freight to other Eastern Coast Ports of South America transshipping to the Connecting Lines.

For further information as to Freight and Passage apply to

K. MATSUDA, YORK BUILDING, Hongkong, 3rd April, 1906.

151

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA and MENADO.

THE Company's Steamship

"BORNEO," Captain F. Sembill (ready to load TO-MORROW, 12th inst.), will leave on SATURDAY, the 14th inst., at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., AGENTS.

Hongkong, 4th April, 1906.

15

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA," Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 22nd April, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6,522 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

POST OFFICE NOTICES.

EASTER HOLIDAYS

On Friday, Saturday and Monday next, the 13th, 14th and 16th April, the Post Office will be open for one hour only, i.e., from 8 a.m. till 9 a.m. All out-going mails will be closed at 9 a.m. In the event of the arrival of the French Mail from Europe, the Office will be open for the delivery of the mail, for one hour. There will be one delivery and a collection of letters as on Sundays. The Money Order Office will be entirely closed.

The *Sachsen*, with the German mail of the 13th March, left Singapore on Saturday, the 7th inst., at 8 a.m., and may be expected here to-morrow.

The *Polignac*, with the French mail of the 16th March, left Singapore on Monday, the 9th inst., at 3 p.m., and may be expected here on or about Monday, the 16th inst. This packet brings replies to letters despatched from Hongkong on the 14th February.

A Mail for MACAO, is despatched per *S.S. Wingchai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, NANTAO, SANDU, KONGMOON, KUMCHUK, SAMSHUI, and WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mailboxes are dispatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR PER DATE

Singapore, Penang and Bombay *Cepri* Wednesday, 11th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) *Atkinson* Wednesday, 11th, 9.00 A.M.

EUROPE, A.C. INDIA VIA TUTORIN *Atkinson* Wednesday, 11th, 11.00 A.M.

Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.

Letters sent in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

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JOINT STOCK SHARES.

Hongkong, April 10th.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shanghai \$125 \$850, sellers

National Bank of China \$125 \$850, sellers

Bank of Communications \$125 \$850, sellers

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NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Company, Ltd., whose delivery may

be obtained. Perishable Goods to be taken

delivery of immediately.

All damaged packages must be left in the

Godowns and a certificate obtained from the

Godown Company within seven days after the

vessel's arrival here, after which no claims will

be recognized.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

12th instant will be subject to rent.

CARLOWITZ & Co.,

Agents.

Hongkong, 5th April, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers.

"CEYLON"

FROM BOMBAY, COLOMBO AND

STRATTON.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From Persia (Gulf, ex B. I. S. N. &

B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 12th inst., at 4 p.m.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignee's and

the Company's representative at an appointed

hour. All claims must be presented within ten

days of the steamer's arrival here, after which

no claims will be recognized. No claims will